

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application. Please enter the English translation of the annexes to the International Preliminary Examination Report, and amend the claims as follows:

Listing of Claims:

1-6. (Canceled)

7. (New) A method for heating up the intake air of an internal combustion engine during a preglow phase or a start-up phase with at least one electrically heatable heating element in an intake line of the internal combustion engine, heating power being controlled by a control unit as a function of operating data of the internal combustion engine, comprising:

supplying the heating element with full current during the preglow phase until the heating element reaches its reference temperature,

beginning a post-heating phase, in which the heating element is kept at a constant temperature by a relatively low power, after the reference temperature has been reached and until the start-up phase,

switching the heating element off in a first time period during the start-up phase, and

switching the heating element on again in a second time period during the start-up phase in which the speed of the internal combustion engine is raised to the starting speed.

8. **(New)** The method as claimed in claim 7, wherein a start-readiness phase, in which the heating element is operated at a further reduced power, follows the post-heating phase.

9. **(New)** The method as claimed in claim 7, wherein, in a subsequent afterglow phase, an afterglow at a reduced heating power is carried out after the idling speed has been reached and until an applicable engine temperature is raised.

10. **(New)** The method as claimed in claim 9, wherein, in the afterglow phase, the charge air temperature is kept constant by way of the heating element during an increase in speed.

11. **(New)** The method as claimed in claim 9, wherein an afterglow period is determined at the beginning of the start process as a function of the coolant temperature or the charge air temperature.

12. **(New)** The method as claimed in claim 7, wherein the heating element is switched off in a timed or temperature-controlled manner.

13. (New) The method as claimed in claim 8, wherein, in a subsequent afterglow phase, an afterglow at a reduced heating power is carried out after the idling speed has been reached and until an applicable engine temperature is raised.

14. (New) The method as claimed in claim 13, wherein, in the afterglow phase, the charge air temperature is kept constant by way of the heating element during an increase in speed.

15. (New) The method as claimed in claim 13, wherein an afterglow period is determined at the beginning of the start process as a function of the coolant temperature or the charge air temperature.

16. (New) The method as claimed in claim 8, wherein the heating element is switched off in a timed or temperature-controlled manner.

17. (New) The method as claimed in claim 9, wherein the heating element is switched off in a timed or temperature-controlled manner.

18. (New) The method as claimed in claim 10, wherein the heating element is switched off in a timed or temperature-controlled manner.

19. (New) The method as claimed in claim 11, wherein the heating element is switched off in a timed or temperature-controlled manner.

21. (New) The method as claimed in claim 8, wherein an afterglow period is determined at the beginning of the start process as a function of the coolant temperature or the charge air temperature.

22. (New) The method as claimed in claim 10, wherein an afterglow period is determined at the beginning of the start process as a function of the coolant temperature or the charge air temperature.